

INFORMATIVE REPORT

COUNTRY Germany (Russian zone)
SUBJECT Airfields: Rangsdorf, Dessau, Werneuchen

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1. Rangsdorf (282)

On 2 July 1948, 118 aircraft were observed at Rangsdorf

55 YAK-3 (22 in flight)
3 PL-2
1 IL-3

01 two seater fighters with radial engines resembling

the IA-5.

Hangers were closed and there was very little traffic on the field. Condition of the tracks suggested that the rail siding had not been used for some time.

2. Dessau (217)

Between 10 and 18 June, the Junkers Airport was occupied by approximately 25 fighters and trainers from Zerbst Airfield (D98). Ten of these were scheduled to return to Russia in mid-July; the balance was to remain in Dessau for an unknown period.

3. Werneuchen (V06)

a. Observed 11 June, 1700-2230 hours. Among the aircraft seen, all of which were engaged in training, there were six twin-engine two-seaters, two YAK-9's, and five single-engine U-2's (PD-2), the latter used in night flights.

b. The twin-engine aircraft flew at various altitudes for 10-15 minute periods after map briefing. The YAK-9's flew at high altitudes, apparently on observation assignments. U-2 flights, at five minute intervals, seemed aimed at improving take-offs and landings. Aircraft took off in SW-NE direction, making a 90° left curve to a searchlight beam that shot up from a point several kilometers north of the field after each take-off. At the beam each plane made a second 90° left turn, a slip, then landed. Pilots appeared to be relative beginners.

c. After a long period of inactivity, alleged by Soviet pilots to have been caused by a fuel shortage, Werneuchen came to life again during May and June 1948. The field occupies most of the area in the triangle Werneuchen-Hirschfelde-Werftpfuhl Bahnhof (all V06). The runway lies in the fork of

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one road to Strausberg (V15) and Bad Freienwalde (V20) on the northeast side of Werneuchen. The aircraft dispersal area is along the highway to Bad Freienwalde near the point where it is crossed by the Werneuchen-Kriesen railroad line.

d. Werneuchen field has two permanent hangars, one repair hangar, and a large barracks complex, all of which suffered little apparent war damage. Hangars and barracks are located along the Hirschfelde-Schönfeld road. Underground tanks are located in front of the two hangars, but during the observation period aircraft were fueled from trucks in the dispersal area. Planes in this area were parked wing tip to wing tip, which source finds unusual for Soviet airfields. Two cranes, 45-60 feet high, were seen near the hangars.

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Comment: Unable to identify the twin-engine aircraft referred to in Paragraph 5a, source describes them as being equipped with B-2c type twin rudder, blister with MG and two openings beneath for bombs or photographing apparatus, antennae running from front of cockpit to tailfins, sliding glass cabin housing, twin oval tailfins, three-blade propellers, retractable landing gear. This seems to add up to a fair approximation of a PE-2.)

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